

Japanese Prison Statistics.

A HIGH DEATH RATE.
We have heard something of late of the improvements effected in Japanese prisons, yet statistics compiled by the Metropolitan Police Bureau are not by any means satisfactory. They show that the deaths of prisoners in Tokyo, which were 26.34 per 1,000 in 1889, rose in 1890 to 31.44. In 1891 and 1892 the rate again showed an extraordinary rise, being 75.89 and 78.02 respectively. From this figure it fell to 66.93 in 1893 and 40.78 in 1894. The death rate in the whole of Tokyo for thirteen years, from 1885 to 1897 inclusive, was 28 per 1,000, which, it will be seen, is much below the prison death rate. The ratio of prisoners to the population was 5.1 per 1,000 in 1889, 4.4 in 1897, and 4.7 last year.

Foreign Travellers in Distress.

REGULATIONS BY THE GOVERNMENT.
Marquis Saigo, the Minister for Home Affairs, has issued special Regulations concerning the treatment of and assistance to be rendered to foreign travellers in distress. From these it appears that when a foreign traveller falls ill on a journey, or dies, the majority of the cases shall report the fact to the Governor of the prefecture, who shall make inquiries whether any relative or friend of such person has a domicile in Japan, and take steps to make him or her acquainted with the occurrence. In case the nationality of the sick or deceased person is known, the Governor may in addition report the matter to the Consul concerned. Should the money in the possession of the sick person, or found upon the deceased, be insufficient to defray the expenses incurred, the Governor may make an account of the matter, and expend and draw the account to the Governor, who in the case of a relative or other person responsible in Japan, shall obtain payment thereof from such person, through the Governor of the prefecture where he or she may reside. When it is found necessary to sell the traveller's effects, six months must elapse from the date the first announcement is made. Finally the provisions of the Regulations may be applied in the case of the disposal of articles in the possession of, or left by, sick or deceased foreign travellers. The other provisions of the Regulations consist mainly of the formalities to be observed.

Contravention of The Merchant Shipping Act.

In H. M. Court on Saturday morning, before Mr. H. A. C. Bonar, Assistant Judge, Thomas Lawrence Weiss, master of the steamer *Belgian King*, appeared on a summons issued in connection with the charge against him adjudged on the 15th, for contravention of Sec. 188 of the Merchant Shipping Act, in having discharged or left behind two seamen without having obtained a certificate or endorsement of their discharge from the proper Consular Officials.

Mr. Hobart Hampden appeared for the prosecution and Mr. Lowder for the accused.

Mr. Lowder said that he was instructed not to offer any defence, but only to explain how the offence came to be committed and to draw the Court's attention to the mitigating circumstances. Counsel then recited the facts of the case, which were that the accused arrived in Yokohama on the *Belgian King* on the 11th April, after having taken on board at Kobe a number of Japanese passengers for Honolulu and San Francisco, while further passengers were to be received in Yokohama. On his arrival at Yokohama the master received instructions from the agents that the Japanese passengers would be taken on board unless they had their own coals. There were two Chinese cooks on board who were therefore useless, and as there was another steamer of the same company in port, the *Calliste City*, which was leaving the same day for Hongkong, the two cooks were transferred to this steamer, at their own request, as passengers for Hongkong. It could not be denied that it was the duty of the master to have taken the men to the Consulate and had them discharged in proper form. The mistake however was made by inadvertence and with no intent to evade the regulations. The master desired to express his full and sincere regret for his error. In mitigation of the penalty counsel desired to remind his Honour that although the offence committed was a misdemeanour, the maximum penalty of which was 100 fine or a month's imprisonment, in all such offences the question of degree had to be considered. The section 188 applied, to "leaving a seaman behind by the master, against his will and without the sanction of the Consular authorities." In the present case the men had not been left behind, no cost had been incurred with regard to them by the Government, and no injustice had been done to the men, and if the matter had been properly reported there could be little doubt that the transfer of the men would, under the circumstances, have been sanctioned. In such a case the discretion of the Court had to be used as regarded the degree of the offence. Mr. Lowder then gave some particulars of the career of the accused, who had received several medals for saving life and distinguished service. He was moreover an elderly married man with wife and family, not in receipt of a large salary, and on the top of the fines imposed in the previous cases, which had severely strained his resources, a heavy fine was now inflicted, his client would be unable to meet it and would have to take the other alternative.

Mr. Hobart Hampden stated that he, quite agreed with what Mr. Lowder had said regarding the penalty to be imposed, and the proper course to be taken by the master. He took a lenient view of the offence, and treated the two contraventions of the Act as one. It was not suggested by the prosecution, that any expense had been thrown upon the government or any injury sustained by the two men discharged through the action of the accused.

His Honour, in giving judgment, said he considered that the accused had adopted the right course in not offering a defence. Though the action of the accused constituted a misdemeanour, and in consequence of the penalty the Court took into consideration the previous cases, and had already had in the previous cases and would take the two contraventions as one, and deal leniently with the accused and impose only a fine of £25.

The Royal Niger Company.

The Royal Niger Company, whose possession of the British Government, now contains place having a large number of those colonial organization characterizing the "chartered companies." By some writers it has been compared to the celebrated East India Company, which played such a memorable part in history. It is the second largest of the "National African Companies," which 14 years ago acquired by purchase, from the French Government, the rights and privileges of the various French companies then trading on the Niger and adjacent rivers, and the right to establish and maintain posts and forts, and to exercise jurisdiction over the territory.

The company's capital is £1,000,000, and its assets, including the land and buildings, are valued at £1,000,000. The company's revenue for the year 1897-98 was £1,000,000, and its expenditure was £1,000,000. The company's profit for the year 1897-98 was £1,000,000, and its dividend was £1,000,000.

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granted to the Royal Niger Company, which received its charter on July 1st, 1890. The Company is not a government, of course, its administrative and political powers are exercised under the control of the Secretary of State for Foreign Affairs. But for many practical purposes it is virtually a government, and a great many good people of the "Little England" type have from time to time raised their voices against the "chartering" of such competence in a private corporation. But whatever may be said by theoretical politicians, it is certain that the Royal Niger Company has done splendid work as a civilizing and commerce-developing agent. It has sternly repressed slave-raiding, that heinous practice which disgraces the 19th century, and it has put an end to inter-tribal wars by compelling the native chiefs to submit all their disputes to a district and such a large population by means of an armed force of only 1,000 men, natives with European officers, supplemented by small squadrons of police at each of the Company's 42 stations, affords a striking object lesson as to the importance of mobility, for if the Company's fleet of 30 steamers, navigating the Niger and its tributaries, did not enable it to concentrate its strength at any given place in the briefest interval, the machinery required for preserving law and order would have to be very largely augmented. The restoration of the administrative power by the British Government does not mean that the British Empire receives a territorial addition equal to more than three times the area of the whole Japanese Empire, but merely that functions hitherto discharged by the Company's officers will now be entrusted to Crown officials. *Daily Mail.*

Gambling in Japan.

The prison statistics for 1898 show that out of 84,000 criminals, no less than 33,896, or nearly one-third, were imprisoned for gambling. Taking that figure as a basis, Mr. Taguchi, who has written in the *Keizai Zasshi* three articles advocating the abolition of the law which declares gambling an offence, deems it a hopeless undertaking to attempt to put down gambling, and is persuaded that the evils resulting from the effort outweigh the advantages secured. One of those evils is the corruption of the police. Considering the widely extended practice of gambling, it is evident that if the police arrested gamblers without favour or affection, the jails would be quite inadequate to accommodate these offenders. But the custom at present is to set aside a per cent of the profits realized by gambling as a bribe for the use of the police, and the sum the owner of the premises "squares" the police, so as to secure immunity for his guests. Were the law abolished, the Code would cease to be disguised by what is virtually a dead letter, the standard of police integrity would be raised, and the cost of maintaining the prisons would be reduced by 30 per cent. On the threshold of mixed residence, too, it behoves the Government to consider this question from another point of view—that of the foreign residents. The *Keizai Zasshi* says that nearly all the foreign residents gamble. Gambling was only recently put on the same level as when the Emperor was present. Gambling is carried on at the regatta. Tickets for lotteries are publicly sold in the settlements, and gambling takes place perpetually in clubs and private houses. It is proposed to arrest every foreigner detected engaging in such pursuits. Better, recognise at once the unpractical character of such action, and abolish the law which declares gambling a crime.

The law referred to by our contemporary is this: "Whoever shall have held games of chance to profit personally by them, or shall have formed an association of gamblers, shall be punished with imprisonment with labour for a period of from 3 months to 1 year, and a fine of from 10 to 100 yen."

All individuals taken in the act of playing at a game of chance, or who shall have knowingly supplied premises for gamblers, shall be punished with imprisonment with labour for a period of from 1 to 6 months and a fine from 5 to 50 yen. Games of chance in which the stakes are of food or drink are exempted from the present provision. The instruments of games of hazard and the stakes present shall be confiscated.

Whoever shall have organized a lottery to make personal profit by it, shall be punished with imprisonment with labour for a period of from one to six months, and a fine of from 5 to 50 yen.

The law requires, it will be observed, that a man must be taken in the act of gambling in order to be punishable. The idea that a man may be taken in the act of gambling, and yet not be punishable, is a mere chimera. Further, it is very doubtful whether betting, as conducted on a race course, falls within the category of games of chance interdiction by the above law. *Daily Mail.*

NEW GOVERNOR OF GUAM.

The new Governor of Guam intends to surround himself with the comforts of home, as an American paper tersely puts it. The Governor travels to his new post by the steamer *Yosemite*, and that vessel carries an assorted cargo. There is a canal boat stowed in the hold, a buggy, a motor car, a bicycle, and a good enough to stock a country store. There are also 123 marines under command of Major A. C. Keller. They have a band of ten pieces. The voyage will be made by way of the Suez Canal. Captain Leary will also be Postmaster-General of Guam and he carries all the paraphernalia of a postal station. Guam is to be made a naval station, land barracks for 200 marines will be erected. *Manila Times.*

THE COST OF WAR.

Whatever may have been the financial cost of the war with Spain, the conflict, which has been described as the "most bloodless war in history," has cost the American 5,100 lives up to date. For the first ten months of the current fiscal year (says *The New York Freeman's Journal*) the total expenditure was \$1,350,000,000, as compared with \$1,375,000,000 for the same period of the year before. This is an increase of 22,500,000 dollars. This reckoning takes no account of the extraordinary expenditure of April, May, and June, 1898, when the present fiscal year began. In April, May, and June, 1898, the expenditure of the Government in the different departments was: Army, \$1,000,000,000; Navy, \$1,000,000,000; War, \$1,000,000,000; and the total for the three months was \$3,000,000,000. The total extraordinary expenditure was \$2,500,000,000, which is said to estimate from the fact that the war cost \$5,000,000,000, and the extraordinary expenditure was \$2,500,000,000.

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MR. SPENCER PRATT AND GENERAL AGUINALDO.

STATEMENT OF THE LIBEL CASE.
SINGAPORE, June 22nd.
This morning Mr. Ferrer, on behalf of Mr. Spencer Pratt, mentioned the case of Pratt v. Kelly and Walsh to Mr. Justice Jones in the Supreme Court, saying that the parties had succeeded in arriving at a settlement, and that the Lordship's approval. Counsel stated that Messrs. Kelly and Walsh had shown the utmost willingness to compensate Mr. Pratt for the injuries they had unwittingly done him, and he agreed to cancel the passages complained of, and insert an apology in the terms he proceeded to read, and which he asked the Court to embody in its order. Then on his part Mr. Pratt agreed to take no further proceedings against either Messrs. Kelly and Walsh or the Author, and not to press his claim for damages. Counsel proceeded to state that of course Mr. Pratt reserved his right to proceed against newspapers, whether American or otherwise, which should in future repeat the libellous statements similar to those which Messrs. Kelly and Walsh had withdrawn. Mr. Buckley assented on behalf of his clients, Messrs. Kelly and Walsh, and his Lordship expressed his satisfaction that the litigation had been concluded on the terms stated and which follow.

When the Second Edition of Mr. Foreman's book "The Philippine Islands" was first published by Messrs. Kelly and Walsh, certain statements appeared in regard to the relations of Mr. Edward Spencer Pratt, the United States Consul General at Singapore, with General Aguinaldo, the Philippine Insurgent Leader.

These statements were similar and equivalent to paragraphs appearing from time to time in the public press which Mr. Spencer Pratt had permitted to pass uncontradicted, but upon seeing these statements reproduced in this volume he took legal action against the publishers, thus causing communication to be made to the author to the effect that while Mr. Pratt had not thought proper to take notice of attacks made upon himself in the newspapers, he could not permit statements so injurious to him in his public capacity to pass uncontradicted when embodied in a work of permanent and historic character. He considered that the statements in question were such as would naturally create the impression that he as the Consul General had entirely exceeded the scope of his functions, had purposed to enter into political arrangements with the Philippine Insurgent Leader, and was accordingly primarily responsible for the subsequent outbreak of hostilities between the Insurgents and the United States.

As a matter of fact the idea Mr. Spencer Pratt had in making Aguinaldo's acquaintance was to obtain from him such information as he was able to give regarding existing conditions in the Philippines, and to place him in personal relations with Admiral, then "Commodore Dewey," so that that Officer might, should he see fit, utilize Aguinaldo's services and prestige with the armed natives to control them and prevent reprisals when American forces should appear in Manila, and co-operate to such extent with the latter as might be desired.

Moreover it was to these objects alone that Mr. Spencer Pratt rigidly confined himself in the course of his two brief interviews with Aguinaldo at Singapore.

The original passages which attributed to Mr. Pratt any further dealings of a political character with Aguinaldo, or other persons, have been withdrawn and the Author can only express his regret that they ever appeared, and his hopes that Mr. Spencer Pratt's reputation as a Consul General of the United States will be essentially unaffected by the publication of these erroneous and groundless statements.

That the defendants be also perpetually restrained by injunction from printing, or causing to be printed, any further copies of the said book in which the defamatory statements set out in the Statement of claim shall be contained.

That the costs of Plaintiff be taxed, and such paid by Defendants, and that all further proceedings be stayed except such as may be necessary for the endorsement of the order.

F. R. Pratt.

Overloading in Singapore.

SINGAPORE, June 23rd.
Before Messrs. Brockman and Clayton this afternoon Tan Hock Hay, the owner of the *Will o' the Wisp*, was charged with an infringement of Sec. 4 Ord. X of 1887 by allowing his vessel to be so loaded as to submerge in salt water the centre of the disc.

Captain Crawford, who prosecuted, Mr. Buckley and Mr. Nelson defended. Mr. Rodriguez, boarding officer, said at 9 o'clock on the 15th he went to the vessel with his clearance. He found the centre of the disc submerged, and told the Officer in charge (the Captain being on shore) that she could not sail.

Mr. Charles Dennison gave corroborative evidence. Mr. Buckley said before the *Will o' the Wisp* sailed lights were brought alongside, and certain cargo, rice, etc., was taken out. They had done "heavy heave" and only a technical offence had been committed.

Quick Terry Hock, the Second Engineer, said when his attention was drawn to the matter he went ashore and told Lim Teang Kiat Church Street, who had shipped cargo, to take it off. He also told Tan Hock Hay to do the same. When he went back to the vessel lights were at work. While he was on shore he informed the Captain that the clearance had been refused.

Lim Teang Kiat gave evidence of removing rice, steel rods, black paint, hoops, etc., from the ship. Captain Crawford said he had been previously fined in respect of another ship. The Magistrate fined Tan Hock Hay \$350. *Free Press.*

Shipping Reports.

Captain Pigot of the steamship *P. O. C. Kiao*, from Bangkok, reports: "Fine weather with moderate breeze."

Captain Hodgins of the steamship *Hawking*, from London, reports: "From 11 a.m. to 4 p.m. light breeze, wind and clear weather, sea smooth. Arrived at Hongkong, fresh easterly breeze, considerable sea, heavy."

Captain Leopold of the steamship *Kongling*, from Shanghai, reports: "Left Shanghai at 11 a.m. on the 21st. Had light off of Steep Island and light wind with fine weather. On the 22nd we made with light breeze and moderate sea. Arrived at Hongkong at 7 a.m."

Captain Roach of the steamship *Italian*, from Cochin, reports: "Favourable to Amoy, light variable wind, smooth sea, fine clear weather. Arrived at Swatow, 24th June."

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NOTANDA.

CALENDAR.
JULY.
Meteorological observations taken on 25th July.
Barometer..... 30.73
Thermometer..... 82.5
Humidity..... 85.0
Rainfall..... 12.210

TO-DAY.
WEATHER REPORT.
On 25th July, 1899.
Barometer..... 30.73
Temperature..... 82.5
Humidity..... 85.0
Rainfall..... 12.210

TO-DAY.
Saturday, 1st July, 1899.
Chinese 25th of 5th moon of 25th year of Kwang-shi.
Sun-Rises..... 5hr. 27min.
Sets..... 5hr. 40min.
High water-Morning..... 5hr. 27min.
Evening..... 5hr. 40min.
Low water-Morning..... 5hr. 27min.
Evening..... 5hr. 40min.

ANNIVERSARIES.
1095-Battle of the Boyne.
1801-First steamer on the Thames.
1844-Mr. H. C. Sir, the first Hongkong Chartered steamer arrived.
1854-Meeting of the first Cape Parliament.
1857-Hakodate, Kanagawa, and Nagasaki opened to foreign trade.
1862-Princess Alice married.
1875-Green Island Light first exhibited.
1893-Two Spanish missionaries murdered near Hankow.

1896-Reported discovery by Dr. Yersin of a cure for plague.
1898-Velhaiwei convention signed by the Tsungli-yamen.

TO-MORROW.
Sunday, 2nd July, 1899.
Chinese 26th of 5th moon of 25th year of Kwang-shi.
Sun-Rises..... 5hr. 27min.
Sets..... 5hr. 40min.
High water-Morning..... 5hr. 27min.
Evening..... 5hr. 40min.
Low water-Morning..... 5hr. 27min.
Evening..... 5hr. 40min.

ANNIVERSARIES.
1840-Amoy forts and a fleet of junks destroyed by H.M.S. *Blonde*.
1850-Sir Robert Peel died.
1857-Lord Elgin arrived in Hongkong.
1873-French Expedition from the Hungkiang arrived in Hongkong.
1881-Assassination of President Garfield.
1897-Banquet given to the Russian Ambassadors by the Empress Dowager.

AGENDA.

TO-DAY, 1st.
9 p.m.—"The Old General" and "A Pair of Spectacles" at Theatre Royal.
9 p.m.—Meeting of Zelfand Lodge.

TO-MORROW, 2nd.
Church Services.
St. John's Cathedral—Communion, 7 a.m. Morning Service, 9 a.m. Evening Service, 6 p.m.
Roman Catholic Cathedral—Mass at 8 a.m. 7 a.m. and 9.30 a.m. Benediction, 7.15 a.m. and 9.30 a.m.
Union Church—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m. Evening Service, 6 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m. Evening Service, 6 p.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

MONDAY, 3rd.
3 p.m.—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co., Ltd.
7 p.m.—Meeting of L. O. L. 729.
9 p.m.—"Pink Dominoes" at Theatre Royal.

TUESDAY, 4th.
Victoria sails for Victoria, B.C.
Eastern sails for Australia.
6 p.m.—Consul-General Wildman "at home."
9 p.m.—Land Sale at P. W. D. Offices.
Undelivered cargo per *Socotra* and *Baryon* subject to rent.

WEDNESDAY, 5th.
4 p.m.—Land Sale at Aberdeen.

THURSDAY, 6th.
Undelivered cargo per *Manilla*, *Merionethshire* and *Indra* subject to rent.
Belgian King sails for San Francisco.
Saturday, 8th.
Columbia sails for Portland, Or.
Noon—English mail *Bengal* sails.
Sale of Leasehold Property by Messrs. Hughes and Hough.
Hongkong Mary sails for San Francisco.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Alta*) to-morrow.
French (*Yarra*) 3rd inst.
American (*China*) 5th inst.
Canadian (*Empress of Japan*) 10th inst.
American (*Doris*) 11th inst.
Tacoma (*Victoria*) 18th inst.

The steamer *Silvia* left Kobe via Amoy for this port to-night.
The steamer *Commanche* from New York for Singapore on the 27th ultimo, and is due here on Monday the 3rd instant.

The Canadian Pacific Railway Co. steamer *R.M.S. Empress of India* left Shanghai for Hongkong on the 27th ultimo, and is due here on Monday the 3rd instant.

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Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HITACHI MARU J. E. Murray	Kobe and YOKOHAMA	WEDNESDAY, 5th July, at 4 P.M.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHE-MULPO, and NAGASAKI	THURSDAY, 6th July, at Noon.
YAMAGUCHI MARU R. Nunome	Kobe and YOKOHAMA	THURSDAY, 6th July, at 4 P.M.
INABA MARU W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 11th July, at 4 P.M.
HIROSHIMA MARU S. Yoshitawa	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KAMAKURA MARU N. Trenet	MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 4, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSSHIPMENT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELE RUBATTINO	Saporiti	8th July.
*DOMENICO BALDUINO	Canepa	5th August.
*SINGAPORE	Pizzarello	2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to—

CARLOWITZ & CO.,
Agents.

731a

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.

SOLE AGENTS.

Hongkong, 9th December, 1898.

1399

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrophulous, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and all kinds of eruptions, it is a sure and permanent cure. It cures Old Sores, Cures Scabs on the Neck, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scoury, Cures Ulcers, Cures Blood and Skin Diseases, Cures Rheumatic Swellings, Cures the Blood from all impurities. It is a real specific for Gout and Rheumatic pain. It removes the cause from the blood and bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.
Clarke's Blood Mixture is sold in Bottles of 4s. 6d. each, and in cases continuing six times the quantity, sufficient to effect permanent cure in the most obstinate cases. Sole Agents for Hongkong, Singapore, and Malacca, Messrs. LUTGENS, EINSTAMANN & Co., Hongkong, 14th September, 1898.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Persons who have used Clarke's Blood Mixture are that they get the genuine article. Beware of imitations and substitutions. The name "Clarke's Blood Mixture" is prominent on the wrapper, and is blown in the glass of each bottle. The name "Clarke's Blood Mixture" is also blown in the glass of each bottle. The name "Clarke's Blood Mixture" is also blown in the glass of each bottle.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.
Hongkong, 14th May, 1898.

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS
With the utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Damages.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 14th September, 1898.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug, 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street, 13
Hongkong, 27th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug, at Noon.

THE Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, 15 Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899.

1310

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST-CLASS.

PASSENGER ELEVATOR from Entrance Hall to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

E. ROHM,
Proprietor & Manager.

Hongkong, 28th April, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,502 J. J. Panton... July 4.
Tacoma... 2,811 A. Dixon... July 29.
Glenogle... 3,750 R. D. Jones... Aug. 8.
Olympia... 2,837 J. T. Truebridge... Sept. 2.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 4,976 N. Moncur... July 8.
Monmouthshire... 2,874 W. A. Evans... July 22.
Lennox... 3,672 Williamson... Aug. 19.
Columbia... 2,976 N. Moncur... Sept. 2.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 28th June, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL"

Captain S. Barnham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th June, 1899.

KUHN & KOMOR.

JAPANESE FIRE ARTIFICES.

21 & 23 QUEEN'S ROAD HONGKONG.
35 WATER STREET, YOKOHAMA.
38, DIVISION STREET, KANAGAWA.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Atlantic Service.)

(Taking Cargo at through rates to ANTERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ANDRIA	HAVRE and HAMBURG.	5th July. Freight.
Burneister	(LONDON with transhipment in HAMBURG)	About 6th July. Freight.
D. RICKMERS	NEW YORK.	About 6th July. Freight.
Bahle	via SUEZ CANAL.	About 6th July. Freight and Passage.
*SARNIA	HAVRE and HAMBURG.	About 31st July. Freight.
Lineschloss	(LONDON with transhipment in HAMBURG)	About 31st July. Freight.
E. RICKMERS	HAVRE and HAMBURG.	About 6th August. Freight and Passage.
H. Jacobs	(LONDON with transhipment in HAMBURG)	About 6th August. Freight and Passage.
*SILESIA	HAVRE and HAMBURG.	About 6th August. Freight and Passage.
Behrens	(LONDON with transhipment in HAMBURG)	About 6th August. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3,379 about July 10.
Carnarvonshire... 2,929 about Aug. 1.
Carlisle City... 3,002 about Aug. 26.
Thyra... 3,406 about Sept. 20.

THE Steamship

"BELGIAN KING."

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 1st July, 1899.

1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept, at Noon.

THE U.S. Mail Steamship

"CHINA."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, 15 Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st July, 1899.

1330

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 22nd Aug, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept, at Noon.

THE Company's Steamship

"DORIC."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal

Shipping.

STEAMERS.

THE OSARA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the
above ports, TO-MORROW, the 2nd instant,
at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 1st July, 1899. [835a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAILIENWAN & PORT ARTHUR.
The Company's Steamship

"KIUKIANG,"
Captain Arnold, will be despatched as above
on MONDAY, the 3rd July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1899. [835b]

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship

"CATHERINE APCAR,"
Captain J. G. Olliff, will be despatched for the
above ports, on TUESDAY, the 4th July,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 28th June, 1899. [835c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)

The Steamship

"EASTERN,"
Captain Ellis, will be despatched as above
on TUESDAY, the 4th July.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.
A Surgeon, and a duly-qualified Surgeon,
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd July, 1899. [835d]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN VIA SWATOW AND
CHEFOO.

The Company's Steamship

"NANCHANG,"
Captain Findlayson, will be despatched as above
on WEDNESDAY, the 5th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th June, 1899. [835e]

FOR NEW YORK VIA SUEZ CANAL.
The British Steamship

"AFRIDI,"
will be despatched for the above port on or
the 7th July.

STEAMERS.
"MOGUL" About End July.
"BRAEMAR" Early Aug.
"SIKH" Middle Aug.
"ARGYL" At Intervals.
"JOHN SANDERSON" 2 weeks.
"AFGHANISTAN" 3 weeks.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th July, 1899. [835f]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.
The Steamship

"GLENLOCH,"
Captain McGregor, will be despatched as
above on FRIDAY, the 7th July.
For Freight or Passage, apply to
McGREGOR BROS. & CO.,
Agents.
Hongkong, 20th June, 1899. [835g]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"TANTALUS,"
Captain Thompson, will be despatched as above
on MONDAY, the 4th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th June, 1899. [835h]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"INDRAPURA,"
Captain A. Norfild, will be despatched as above
on or about the 14th July.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 29th June, 1899. [835i]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
The New Steamship

"YANGTZE,"
H. Allen, Commander, will be despatched for the
above Port, on SATURDAY, the 29th July.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th June, 1899. [835j]

CHS. J. GAUPE & CO.

CHRONOMETER, WATCHES, AND CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.
Sole Agents for London and Hongkong, and
award the highest Prize at the Exhibition
of 1884 for the most accurate and reliable
celebrated J. GAUPE & CO. chronometers.
17, 18 & 19, Queen's Road Central, Hongkong.

Consignees.

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO, per Steamship "GAELIC."
are hereby notified that their Goods are being
landed and stored at their risks in the Com-
pany's Godowns at Wanchai, from whence
delivery may be obtained on countersignature
of Bills of Lading.
Goods remaining undelivered after the 2nd
July will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.
Hongkong, 26th June, 1899. [835k]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th June, 1899. [835l]

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Optional goods will be landed here unless
instructions are given to the contrary before 11
A.M. TO-MORROW.
Goods not cleared by the 4th July, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 27th June, 1899. [835m]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "DAYERN."

The above named Steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 4th July, will be subject
to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 4th July, and
THURSDAY, the 6th July, at 9.30 A.M.
All Claims must reach us before the 14th
July, or they will not be recognised.
Bills of Lading will be countersigned by the
Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 27th June, 1899. [835n]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND
SINGAPORE.

The Steamship

"MERIONETHSHIRE,"
Captain D. Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th July, will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 5th July, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 29th June, 1899. [835o]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
Four Italy, 5 S.S. Tamsui.
Optional Goods will be landed here unless
instructions are given to the contrary before
11 A.M. TO-DAY.
Goods not cleared by the 4th July, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 27th June, 1899. [835p]

NOTICE.

Neither the CAPTAIN nor the AGENTS, nor the
OWNERS, will be RESPONSIBLE for any
LOSS or DAMAGE to CARGO, or for any
DELAY, following from any cause, arising from
the operation of the above-named Steamer, or
from any other cause, after the date of the
above-named Steamer's arrival at Hongkong.

NOTICE.

Neither the CAPTAIN nor the AGENTS, nor the
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from any other cause, after the date of the
above-named Steamer's arrival at Hongkong.

Consignees.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

The Steamship

"INDRALEMA,"
having arrived from the above ports, Con-
signees of cargo by her, are hereby informed
that their goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 6th
July, will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
claims for damages and/or shortages not later
than the 13th July, otherwise they will not
be recognised.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 29th June, 1899. [835q]

TOYO-KISEN KAISHA.

NOTICE.

FROM YOKOHAMA, KOBE, NAGASAKI
AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 30th June, 1899. [835r]

NOTICE.

Neither the CAPTAIN nor the AGENTS, nor the
OWNERS, will be RESPONSIBLE for any
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Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have, THIS DAY, been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERITCHLY,
Manager.
Hongkong, 1st May, 1899.

NOTICE.

PRIVATE BOARD and RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [835s]

LET 'EM ALL COME TO YEE CHUN'S STUDIO.

at No. 15, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [835t]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1899. [835u]

A CURE FOR ASTHMA!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from
Oppression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Nervous
coughs, Laryngitis, Colds, with
Whooping Cough, Catarrh of the Throat,
Catarrh of the Lungs, and all other
Expectorations, are promptly relieved
by these Cigarettes.

GRIMAULT & CO., Paris, 14th St. de Valenciennes.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's
Matico Capsules as the most active and the same time
the most innocuous remedy for the treatment
of all chronic and acute Discharges. These Capsules,
which are made of pure Matico, have no incoherence
of product, and are perfectly reliable.

MATICO INJECTION is used in recent
and chronic cases.

GRIMAULT & CO., Paris, 14th St. de Valenciennes.

LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and CLARKE Co., Ltd.,
DUNLOP TYRES BICYCLES. Price, \$100.
A special reliable Watch made for this Climate.
Quality A. \$15.
Quality B. \$12.
"QUEEN'S ROAD CENTRAL,"
Opposite the Telegraph Office.

The Share Market.

LATEST QUOTATIONS.
(July 1st.)

Banks.
Hongkong and Shanghai Banking Corporation
—303 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
do. buyers.
The Bank of China &